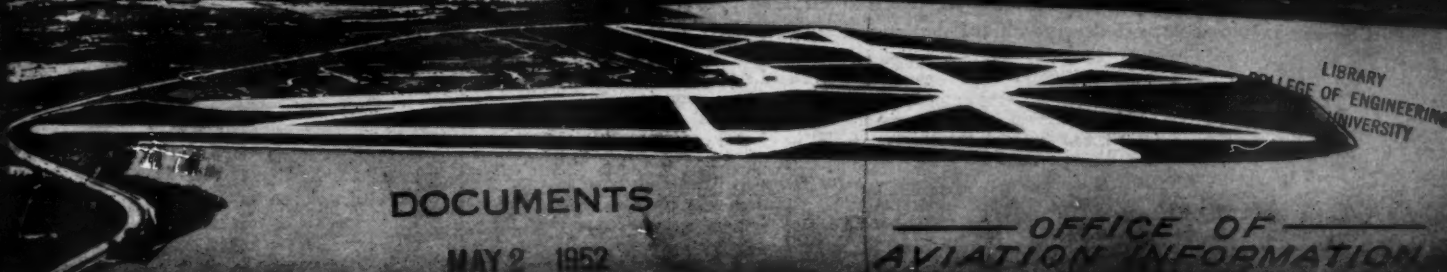


# CAA JOURNAL



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## 43 Million Air Passengers Yearly Prospect by 1960

If the rate of increase in airline passenger traffic continues at the rate prevailing between 1945 and 1951, some 43 million passengers a year will be carried by 1960, declared F. B. Lee, Deputy Administrator of Civil Aeronautics, at a meeting of the American Association of Airport Executives held last month at Fort Worth, Texas.

"Back in 1945, the CAA bravely stood forth and made some forecasts of airline passenger traffic for the years ahead, coming up finally with the estimate that our scheduled airlines would be carrying 20 million passengers a year by 1955," he said.

"The actual results were surprising to both the forecaster and the doubter. In 11 months of 1951, our airlines had carried 20 million passengers and by the end of the year had piled up a new record of 23 million.

"When we look ahead today, we have different, but probably just as favorable economic conditions to consider," Mr. Lee continued. "We were in a peacetime economy in 1945, and then in mid-1950 moved into a mobilization program that had its direct effect upon the volume of air travel. During the first half of 1951, for example, air passenger traffic increased by 36.6 percent over the same period in 1950. Whether we shift to making guns and no butter, as some recommend, or go on as at present encouraging as much civilian activity as is consistent with our military commitments, we are reasonably sure of a vigorous and probably expanding economy, with ever-larger national incomes in view."

Mr. Lee said that defense should reach the desired level by mid-1955, that expansion of production of civilian goods may provide a rapid growth in economy for the ensuing three or four years, and with full employment the national income could reach 400 billion by 1960.

While all of this will affect the boom in air travel, he said, there are other important elements in the picture.

"First, is the expanding travel market, and the fact that aviation today gets only a small share of the total. Between 1929 and 1949, inter-city travel increased by 93 percent on railroads, busses and private cars. This increase is greater than the increase in population or income in that period. Airline passenger traffic now carries 2.2 percent of that entire traffic and only 4.4 percent of intercity traffic for trips longer than 50 miles. So there is the field for a major

expansion of air travel—short flights between large centers of population.

"The second important element is the helicopter, and what it will do to travel between pairs of cities. When the Post Office Department asked the Air Coordinating Committee to advise it on what its future policy should be in using helicopters to expedite local mail, the ACC urged continued use. Its subcommittee, looking into the general civilian helicopter picture, also made strong recommendations to other government agencies, the CAA, the CAB and the Department of Defense. In particular, it urged the military to let loose of some of the larger helicopter types

(Continued on page 38)

## CAA Announces Preference Plan On Runway Use

A new procedure for preferential runway selection was announced last month by Charles F. Horne, Administrator of Civil Aeronautics.

The new plan is being placed in effect at those locations where the CAA operates a control tower and where necessary to eliminate or alleviate noise nuisance or hazards to persons or property on the ground. These procedures will not be placed into effect at all airports indiscriminately, Mr. Horne said, since the program is intended only for those locations where a definite need exists.

The Administrator outlined the plan as follows:

(1.) The CAA shall determine, by coordination with the various users, and the airport management, the desired "order of preference" of the use of the runways on the airport for take-off and for landing. Normally, this order of preference will start with the runway permitting flight over the least populated area and, progressing by order of decreasing prefer-

(Continued on page 40)

## Private Pilots and the Nautical Mile

The vast majority of private pilots will be little affected by the changeover from statute to nautical miles in civil aviation, Charles F. Horne, Administrator of Civil Aeronautics, said recently.

CAA communicators, tower operators, and Weather Bureau personnel will be glad to give wind speed and other speed values in statute miles per hour at the pilot's request, Mr. Horne stated.

Local aeronautical, sectional and world aeronautical charts, the ones principally used by the private pilot, already show both statute and nautical mile scales. Radio facility and approach and landing charts will have nautical miles added to their present values in order to attain uniformity.

Aircraft used by private pilots for Visual Flight Rule flying can continue to use their present airspeed indicator indefinitely. For aircraft equipped for Instrument Flight, a simple conversion card or computer will be available for IFR flying.

The CAA is working on a number of simple devices which will aid the pilot in changing from one unit to the other if he wishes. A small plastic ring

reading in knots, which fits on the outer ring of the present airspeed indicator, is being developed for private pilots who may wish to read their airspeed indicators in knots. Small "decals", on which are printed conversion tables, also are being developed. Conversion tables and information already appear on the back of aeronautical charts and on the back of the CAA-published "Airman's Guide".

Administrator Horne, himself a private pilot, stated that "the relatively small inconvenience placed on the private pilot in the forthcoming change to the nautical mile will represent a substantial contribution by Civil Aviation to the overall national security, and to efficiency and safety for all U. S. aviation. The use of one kind of mile, the nautical mile, is a necessary step toward standardization, will speed up the handling of air-ground communications and reduce the hazard resulting from civil and military aviation using different kinds of miles while flying our Federal Airways System. It makes possible the full use of a common system, including Distance Measuring Equipment (DME)".

# CAB Stops American Air Transport's Passenger Service for General Public

The Civil Aeronautics Board last month suspended the Letter of Registration of American Air Transport and Flight School, Inc., a large irregular carrier with headquarters at Miami Springs, Florida. The operating authority was suspended effective 12:01 a.m. EST on March 16, 1952, and the suspension provides that American Air Transport may continue to conduct air service pursuant to contracts with any department of the Military establishment calling for the provision of air services in plane-load capacities, but may not serve the general public. The Board permitted the continuance of military operations after telegraphic advice had been received from the President of the Company that it had disposed of two of its three planes, and was devoting the third plane wholly to military airlift operations, and would perform no air transportation for the general public. The suspension is to be effective until final disposition of enforcement proceedings now pending before the Board concerning violations of the Civil Aeronautics Act and of Board regulations by American Air Transport.

**Show Cause Order Issued.**—The Board, in November, 1951, directed American Air Transport to show cause why its Letter of Registration should not be revoked for "knowing and willful violations of the Civil Aeronautics Act \* \* \*" and why the Letter of Registration should not be suspended during the pendency of this proceeding or until further order of the Board. The Board further stated that American Air Transport had violated the provisions of a previous cease and desist order, issued early in 1950 dealing with similar violations of the Civil Aeronautics Act.

The Board's enforcement attorney had charged American Air Transport with operating regular service, in violation of the Civil Aeronautics Act, and the Board's regulations covering the operations of irregular air carriers.

Hearing was held before the Board in consideration of the immediate suspension of the operating authority of American Air Transport and after consideration of the facts presented at that hearing, the Board, in the opinion issued, said: "American Air Transport's contumacious disregard of the cease and desist order and of the regulations convinces us that unless we suspend its letter of registration, the carrier will continue flagrantly to violate the Act. Moreover, in view of the carrier's conduct, our failure to suspend at this time would encourage similar violations by other irregular carriers to the further detriment of the public interest. This could well result in chaotic conditions in air transportation."

**Settlement Proposal Rejected.**—American Air Transport presented to the Board a proposal for settlement providing for a plan of operations to be followed by the carrier, and also that the order of suspension or revocation not be made effective unless the carrier's operations exceeded the plan. The Board said it could not accept this proposal because the carrier's past conduct was convincing that it would not comply with the order, and that the plan, if adopted, would not be in accordance with the Board's regulations and would result in rewarding the carrier with a broader license than that held by all other irregular carriers. Acceptance of the carrier's proposal would grant a flagrant violator rights which are greater than those possessed by carriers who have complied with the Act and the Board's regulations.

The Board further said that it could not accept the arguments of the carrier that it performs a public service, and the great number of passengers it carries indicates that the service of this carrier is in the public interest, and should not be suspended. The Board stated that the emphasis on the large number of passengers carried is tantamount to using the

magnitude of the violation as a reason against suspension. The Board said that any concern over the effect of the suspension on the traveling public is wholly misplaced, and that there is no doubt that the passengers will be carried by the certificated carriers and by the numerous other irregular carriers, if American Air Transport is suspended.

**Dissenting Opinion.**—Member Joseph P. Adams dissented from the majority decision primarily on the grounds that an immediate suspension of the carrier's letter of registration was not required by the public interest. He felt that the majority's drastic action was unreasonable in its failure to issue a cease and desist order which would, on the one hand, prohibit continued violations by the carrier, but which, on the other hand, would allow restricted operations pending a hearing in American Air Transport's revocation proceeding, now under way. Member Adams felt that the broad public interest considerations cited by the majority should include the carrier's perfect safety record, its transportation of 32,000 passengers per year, the lack of evidence indicating mistreatment of passengers, and the disastrous effect of an immediate suspension on the carrier's existence.

He characterizes as unrealistic the majority's suggestion that annual passengers in the number of 32,000 would be carried by the certificated carriers at the height of the New York-Miami season. Further, to suggest that these passengers be divided between other irregular carriers is only an invitation to further violations on the part of these carriers, to be followed by their extinction.

## Board to Investigate Unlawful Free Trips

The Civil Aeronautics Board last month instituted an investigation to determine whether Pan American World Airways, Inc. is violating the Civil Aeronautics Act and the Board's economic regulations by furnishing free and reduced-rate transportation to persons not authorized by the Act and the Board's regulations to receive such transportation.

The Board said that, on the basis of an informal investigation and other available information, it appears that Pan American has since January 1, 1949, furnished, and is continuing to furnish, free and reduced-rate transportation to unauthorized persons by means of certain practices and devices including but not limited to the following:

"Tickets were issued without charge as specified in Pan American's effective tariffs to persons not authorized to receive free or reduced rate transportation, and the revenue value of such tickets was then charged to a promotional and publicity expense account.

"Pan American honored and paid invoices presented by various persons for services allegedly but not in fact rendered, whereupon the proceeds of such payments were used by such persons in exchange for transportation as desired.

"Free transportation has been provided to persons on the basis that they were tour conductors when in fact they were not tour conductors."

On the basis of the investigation, the Board fur-

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DEPARTMENT OF COMMERCE  
Charles Sawyer, Secretary

Civil Aeronautics Administration  
Charles F. Horne, Administrator

Ben Stern, Director  
Office of Aviation Information

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## CAA and CAB Releases

Copies of CAA releases may be obtained from the CAA Office of Aviation Information. CAB releases are obtainable from the Public Information Section of the Board.

### Administration

U. S.-Mexican Border Flights Made Easier, Less Costly—(CAA 52-12) (March 23).

Veteran Woman Pilot Resigns CAA Position—(CAA 52-13) (April 5).

Address by F. B. Lee, Deputy Administrator, Civil Aeronautics Administration, before American Association of Airport Executives, Texas Hotel, Ft. Worth, Texas, Monday, March 31, 1952—"Report and Forecast on Civil Aviation."

### Board

Board Suspends New York-Puerto Rico Air Coach Tariffs—(CAB 52-23) (March 3).

CAB Suspends Letter of Registration of American Air Transport and Flight School, Inc.—(CAB 52-24) (March 5).

United States and Canada Simplify Arrangements for Common Carrier Air Service Across Border—(CAB 52-25) (March 13).

CAB Investigates Free Transportation Furnished by Pan American World Airways, Inc.—(CAB 52-26) (March 21).

Member Adams to go on Temporary Active Duty with U. S. Marine Corps—(CAB 52-27) (March 27).

ther said that Pan American has furnished and is continuing to furnish air transportation at a compensation different from the rates, fares, and charges specified in its effective tariffs by furnishing such air transportation to numerous persons in return for services rendered. It was further stated that since January 1, 1949, Pan American has provided free transportation to numerous persons on many so-called "Ferry Flights," particularly between New York and Miami, and in so doing Pan American may have violated and may be continuing to violate the Act and the Board's economic regulations.



# Increasing Safety in Civil Aviation

## Main Job of CAA's Safety Agents

Keeping American aviation the safest in the world is a job which occupies the skills of many thousands of people but among those with the heaviest load of responsibility are the 580-odd Aviation Safety Agents of the Civil Aeronautics Administration.

Aviation Safety Agents inspect the aircraft and its components, examine airmen, check maintenance practices, and observe all phases of flight operations. In other words, they do everything possible to make certain that the airplanes you ride in are safe and stay safe, that the pilots are skilled, that the ground crew know their business.

The CAA has eight major classifications of Aviation Safety Agents: (1.) Aircraft flight test agent. (2.) Airmen agent. (3.) Flight operations agent. (4.) Flight operations (communications and radio) agent. (5.) Aircraft factory agent. (6.) Aircraft maintenance (carrier) agent. (7.) Aircraft maintenance (carrier electronic) agent. (8.) Aircraft maintenance (personal) agent.

Perhaps the most widely known of this group is the airman agent. He conducts examinations of student pilots and inspects airman agencies engaged in the training of pilots and ground crewmen. He is the man who promotes general aviation at the grass roots.

Back in 1926, when Federal supervision began, eight classes of agents were not needed. But as the rapid development of aviation brought bigger and bigger airplanes into use, the agent's job became more complex—too complex for one man to handle. Thus it was necessary to find highly specialized men to handle highly specialized jobs.

The rapid growth and far-reaching technical advances of aviation in recent years led, early in 1952, to a realignment of functions in the Office of Aviation Safety.

**Safety Functions Realigned.**—A new General Safety Division was created to handle the complex and widely divergent problems of general aviation. Activities affecting general aviation now are concentrated in this division. The realignment also resulted in the establishment of the new Air Carrier Safety Division and all activities affecting air carrier safety were placed in this division. Two divisions of Aviation Safety—Aircraft Engineering and Medical—were retained in the new organizational set up.

In each of the seven continental regions of the CAA, an Aviation Safety Division was established and all such safety activities concentrated under one head. In the regions, three branches—Air Carrier Safety, Aircraft Engineering, and General Safety—now function under the Aviation Safety Division. Thus, in the regions, the same assignment of functions established in Washington is carried through.

The new organization alignment permits specialists in general aviation to concentrate on that field and simplifies the job of promotion and development, especially in such rapidly expanding areas as agricultural aviation and in the use of aircraft by corporations and business executives.

This realignment of functions emphasized the importance of the Aviation Safety Agent in carrying out the CAA's statutory responsibilities for the advancement and development of civil aviation in the United States.

**Washington Staff.**—Most of the CAA Aviation Safety Agents are in the Regional and District Offices, but there is a small staff in supervisory and advisory positions in Washington. Policies are determined in Washington. In Washington also, specialists prepare safety bulletins and develop other material for use by the agents in the field.

Washington is a clearing house for information on new ideas and developments in aviation. It is there that plans are made for developing educational programs devoted to safe operation practices, preventive maintenance, and other subjects of interest both

in air carrier operations and general aviation. In reaching the public and the industry with new ideas, the CAA must depend largely on the Aviation Safety Agent, for no one else in the organization has better contacts with industry organizations, schools, operators, and other aviation groups.

There are some 175 flight operations agents in the field, approximately an equal number of airman agents, and some 225 maintenance agents.

Back in 1926, when the Aeronautics Branch of the Department of Commerce was established, at the urging of aviation enthusiasts who saw the necessity of establishing safe rules of flying on a national basis, the representatives of the Branch were literally inspectors. The inspector gave pilots their tests, inspected planes and determined the airworthiness of all aircraft. He was concerned with fire hazards in hangars, with reckless flying, proper marking of landing fields, with the curriculum of flying schools—with everything having to do with safety in aviation.

Naturally, as aviation developed and the number of planes in use increased, the work of inspection increased. Now, with 54,000 active aircraft and some 300,000 certificated airmen in the United States, it is impossible for the CAA agents personally to make all of the multitude of inspections necessary.

From the beginning, there had been a sentiment for gradually shifting the regulatory responsibility from government to the industry. Self interest, it was pointed out, would keep the industry—the manufacturer, the commercial operator, the flying school, the repair agency, etc.—alert to the necessity of maintaining the highest standards of safety. By giving the industry a helping hand—in collecting and disseminating information, by publication of information on the latest advances, etc.—the CAA had a big and important job to do, aside from regulatory activities.

**Designee System.**—The situation brought out by the rapid advances of aviation led to the development of the "designee" system. Some 7000 well qualified and trustworthy individuals throughout the industry have been designated to serve as representatives of the CAA to handle inspectional jobs which formerly fell to the agents. These designees include experienced mechanics authorized to approve repaired aircraft as airworthy; instructors, authorized to give pilot examinations and flight tests; air carrier inspectors; factory and maintenance inspectors; doctors, authorized to give physical examinations to pilots and other airmen; and engineering representatives whose approvals of factory products are accepted by the CAA. These designees work under the general direction of the CAA Aviation Safety Agents, and the agents make periodic spot checks to see that the designees are doing their jobs in a satisfactory manner.

Shortly after the close of World War II, the name of the Office of Safety Regulation was changed to the Office of Aviation Safety and the "inspector" became an "Aviation Safety Agent."

**Agents Now Advisors.**—The change was in line with the continuing efforts of the CAA to substitute education for regulation—compliance for enforcement. The Aviation Safety Agent's job is more like that of a counsellor or advisor than that of an inspec-

## Agreement Simplifies Cross-Border Flights Between U. S.-Canada

The Civil Aeronautics Board of the United States and the Air Transport Board of Canada have recently completed arrangements to facilitate the operation of commercial air services, other than scheduled air services, across the international borders between the United States and Canada. The new arrangements do not affect the cross-border operation of personal civil aircraft and neither Customs nor Immigration requirements are affected, the CAB said.

There has been considerable demand for the use of charter aircraft into Canada from Alaska and other United States border regions for the carriage of cargo and supplies as well as passengers, including hunting and fishing parties. Such operations in the past have usually required specific authorization for each flight from the Canadian Air Transport Board.

**Three-Year Permits.**—In order to facilitate the issuance of permits for operations in common carriage with small aircraft across the border between Canada and the continental United States, or with large or small aircraft carrying Canada-Alaska border traffic, the Civil Aeronautics Board and the Air Transport Board proposed to hold concurrent proceedings at periodic intervals to deal with applications for the necessary authorizations from the respective Boards. The Civil Aeronautics Board said that the permits issued will be for a period of three years and will apply to operations of a casual, occasional or infrequent nature. Further, in the case of Alaskan air carriers seeking these permits, such carriers must hold authorization from the Civil Aeronautics Board not only for occasional flights outside the territory, but also specifically for services within that area contiguous to Canada which lies between the Canada-Alaska border and a line drawn north and

(Continued on page 40)

tor. The agent in the General Safety Branch still makes inspections directly when required, but carries out the inspection function chiefly spot-checking activities of designees and passing along the latest information from Washington to these individuals and to people in the industry generally. He spends the remainder of his time on educational activities designed to make flying safer and more useful.

Wherever and whenever aviation people gather, the chances are you will find an aviation Safety Agent. One day he may attend an air show and the next day speak at a meeting of Flying Farmers, going from there across town to check an aeronautical school.

The Washington staff makes certain that the agent keeps abreast with new developments in aviation. The agents not only are furnished publications and bulletins, but they are sent to school—at CAA's Aeronautical Center in Oklahoma City—and to manufacturing plants of all kinds. Some are taught to fly jets. Some go to radio schools. Some get special instruction in helicopters, that promising new vehicle on the aeronautical horizon. Whenever and wherever something new is being developed, the CAA will be found looking into it, and pertinent information will be passed along to the agents who can make use of it.

Aviation Safety Agents are available throughout the country at 142 districts offices. All of them know that their job is to develop aviation and to maintain the world's highest standards of safety in aviation. To that end, they will be found both disseminating and gathering information of benefit to the industry.

## Civil Aviation Highlights

	1952	1951
Airports and airfields recorded with CAA March 1	6,233	6,388
By type: <sup>1</sup>		
Commercial.....	2,016	2,278
Municipal.....	2,318	2,288
CAA Intermediate.....	87	75
Military.....	1,497	1,412
All others.....	1,351	1,252
a. Private.....	146	160
b. Miscellaneous government.....		
Civil airports and airfields by class: <sup>2</sup>		
Total.....	5,888	6,053
Class I and under.....	3,835	3,984
Class II.....	962	962
Class III.....	501	513
Class IV.....	376	374
Class V.....	130	138
Class VI and over.....	84	82
Total U. S. civil aircraft, March 1	88,125	92,210
Scheduled air carrier aircraft, March 1	1,269	1,227
Civil aircraft production, January		
Total.....	224	255
1 and 2-place models.....	193	90
3, 4, and 5-place models.....	193	155
Over 5-place models.....	31	10
Certificates approved, January		
Student pilots.....	1,862	2,652
Private pilots.....	1,342	1,599
Commercial pilots.....	308	447
Airline transport pilots.....	73	92
Mechanics (original certificates).....	38	386
Ground instructors (original certificates).....	65	56
Flight instructor ratings.....	99	135
Instrument ratings.....	245	136
Control tower operators.....	173	72
Traffic control activity, January		
Aircraft operations, CAA airport towers.....	1,180,608	1,125,090
Fix postings, CAA airway centers.....	1,278,764	1,125,834
Instrument approaches, CAA approach control towers.....	37,250	31,655
AIRPORT OPERATIONS		
Washington National, February		
Scheduled air carrier:		
Passengers departing.....	86,801	75,811
Passengers arriving.....	81,780	78,122
Aircraft arrivals and departures.....	11,752	9,147
Other aircraft arrivals and departures.....	2,746	2,935
San Francisco Municipal, January		
Scheduled air carrier:		
Passengers departing.....	58,156	48,120
Passengers arriving.....	59,136	50,582
Aircraft arrivals and departures.....	8,726	7,149
Other aircraft arrivals and departures.....	3,383	3,032
Oakland Municipal, January		
Scheduled air carrier:		
Passengers departing.....	8,992	8,553
Passengers arriving.....	10,158	8,634
Aircraft arrivals and departures.....	5,534	4,941
Other aircraft arrivals and departures.....	5,791	8,828
Miami International, January		
Scheduled air carrier:		
Passengers departing.....	88,390	84,038
Passengers arriving.....	91,162	82,924
Aircraft arrivals and departures.....	9,024	10,517
Other aircraft arrivals and departures.....	18,923	10,173
Los Angeles International, January		
Scheduled air carrier:		
Passengers departing.....	76,655	65,255
Passengers arriving.....	75,413	68,069
Aircraft arrivals and departures.....	10,349	8,893
Other aircraft arrivals and departures.....	7,422	6,842

<sup>1</sup> Airport type definitions: Commercial—Public use and public services, private control. Municipal—Public use and public services, public control. CAA Intermediate—No public services, CAA control. Military—No public services, military control. Other—(a) No public services, private control (b) No public services, Federal Government control (Forest Service, etc.).

<sup>2</sup> The following is a breakdown of paved airports and unpaved airfields by class of facility:

Class of Facility	Airports		Airfields		Total	
	1952	1951	1952	1951	1952	1951
Class I and under.....	123	115	3,712	3,869	3,835	3,984
Class II.....	188	166	774	796	962	962
Class III.....	341	337	160	176	501	513
Class IV.....	338	335	43	39	376	374
Class V.....	124	131	6	7	130	138
Class VI and over.....	80	79	4	3	84	82
Totals.....	1,189	1,168	4,699	4,890	5,888	6,053

## Scheduled Air Carrier Operations

[Source CAB Form 41]

### Domestic: January 1952

Operator	Revenue miles	Revenue passengers	Revenue passenger miles (000)	Passenger seat miles (000)	Revenue passenger load factor (percent)	Ton-miles flown		
						Express	Freight	United States mail
Trunk Lines								
American Airlines.....	6,687,048	343,435	198,753	293,551	67.71	831,321	3,153,489	1,481,165
Brant Airways.....	1,044,042	65,787	22,562	38,711	58.28	81,847	133,520	137,538
Capital Airlines.....	2,038,021	129,135	39,701	82,238	48.28	188,508	337,154	175,365
Chicago & Southern Air Lines.....	756,194	36,593	14,485	25,095	57.72	64,665	101,717	57,242
Colonial Airlines.....	292,455	17,056	4,329	9,458	45.77	7,314	9,467	11,173
Continental Air Lines.....	636,008	26,520	10,222	20,663	49.47	13,070	55,866	46,512
Delta Air Lines.....	1,551,025	78,037	38,754	59,743	64.87	107,823	310,847	164,606
Eastern Air Lines.....	5,209,903	279,039	142,115	228,127	62.30	325,233	573,552	492,304
Inland Air Lines.....	247,330	9,089	3,736	5,999	62.28	6,045	12,543	19,328
Mid-Continent Airlines.....	663,342	30,065	9,224	17,786	51.86	19,098	37,313	39,153
National Airlines.....	1,554,483	64,824	45,666	68,077	67.08	67,328	465,847	129,893
Northeast Airlines.....	333,979	24,518	4,762	10,073	47.27	15,409	14,268	13,148
Northwest Airlines.....	996,782	46,696	32,519	55,978	58.09	125,674	255,427	204,947
Trans World Airways.....	4,271,575	161,924	123,337	176,492	69.88	557,358	1,198,428	1,073,214
United Air Lines.....	5,154,348	217,657	144,811	215,209	67.29	813,297	1,949,945	1,729,318
Western Air Lines.....	784,106	45,232	16,747	29,676	56.43	33,009	44,870	101,847
Trunk Total.....	32,220,641	1,575,607	851,723	1,336,876	63.71	3,256,999	8,654,253	5,870,753
Feeder Lines								
All American Airways.....	237,655	10,904	1,497	4,991	29.99	12,026	0	5,113
Bonanza Air Lines.....	73,191	2,363	597	1,538	38.82	126	1,316	562
Central Airlines.....	116,997	3,364	403	2,456	16.41	708	1,485	1,844
Empire Air Lines.....	100,886	3,131	628	2,119	29.64	1,403	0	2,815
Frontier Airlines.....	376,502	8,287	2,237	7,907	28.29	5,472	27,205	10,653
Helicopter Air Service.....	26,491	0	0	0	—	0	0	2,176
Lake Central Airlines.....	87,459	1,869	307	1,791	17.14	3,906	0	1,369
Los Angeles Airways.....	19,904	0	0	0	—	0	0	3,518
Mid-Continent Airlines.....	69,603	2,771	555	1,547	35.88	2,775	2,664	1,340
Mid-West Airlines.....	59,180	197	29	237	12.24	0	0	677
Ozark Airlines.....	207,623	3,842	619	5,190	11.93	3,630	0	2,377
Piedmont Aviation.....	371,507	13,677	3,168	7,802	40.60	5,566	9,183	5,725
Pioneer Air Lines.....	322,958	12,092	3,125	7,751	40.32	3,721	11,893	9,018
Robinson Airlines.....	122,030	6,366	1,010	2,548	39.64	4,916	2,830	2,737
Southern Airways.....	274,575	8,847	1,509	5,766	26.17	7,319	0	7,116
Southwest Airways.....	190,023	7,529	1,423	3,990	35.81	3,213	6,564	5,470
Trans-Texas Airways.....	237,897	5,509	1,239	4,996	24.80	2,180	5,753	4,683
West Coast Airlines.....	117,568	4,832	703	2,469	28.47	802	1,428	814
Wiggins, E. W. Airways.....	30,998	178	17	124	13.71	115	0	64
Wisconsin-Central Airlines.....	147,594	6,566	969	3,099	31.27	9,253	0	5,837
Feeder Total.....	3,190,641	102,324	20,041	66,321	30.22	67,131	70,321	73,908
Territorial Lines								
Caribbean-Atlantic Airlines.....	62,993	10,000	799	1,668	47.90	0	2,999	910
Hawaiian Airlines.....	292,492	27,722	3,624	5,974	60.66	7,933	82,602	2,116
Trans-Pacific Airlines.....	108,509	10,559	1,310	3,038	43.12	206	2,543	1,495
Territorial Total.....	463,994	48,281	5,733	10,680	53.68	8,139	88,144	4,521
Grand Total.....	35,875,276	1,726,212	877,497	1,413,877	62.06	3,332,269	8,812,718	5,949,182

### International and Overseas: January 1952

Operator	Revenue miles	Revenue passengers	Revenue passenger miles (000)	Passenger seat miles (000)	Revenue passenger load factor (percent)	Ton-miles flown			
						Express	Freight	United States mail	Parcel post
American Airlines.....	242,171	10,268	8,199	12,414	66.05	395	142,664	16,038	0
Brant Air Lines.....	364,662	2,917	5,680	15,470	36.72	0	137,120	28,218	0
Chicago & Southern Air Lines.....	136,651	2,530	3,085	6,314	48.07	0	94,873	4,098	674
Colonial Airlines.....	56,814	1,882	1,470	2,889	50.88	0	2,174	1,362	53
Eastern Air Lines.....	259,054	7,443	10,369	15,334	67.62	0	66,176	38,924	0
National Airlines.....	77,196	8,677	2,267	4,129	54.90	3,158	20,024	1,112	0
Northwest Airlines.....	521,140	5,145	8,370	17,556	47.68	11,286	463,685	134,068	0
Pan American World Airways:									
Atlantic Division.....	1,108,274	22,135	30,990	54,961	56.39	0	955,658	364,051	80,411
Latin American Division.....	2,452,140	68,984	61,871	103,820	59.59	0	2,094,073	269,533	0
Alaska Operations.....	217,233	3,115	3,519	9,364	37.58	0	328,760	27,649	0
Pacific Operations.....	844,538	6,126	21,644	41,069	52.70	0	486,624	330,855	17,123
Pan American-Grace Airways.....	498,987	9,437	10,095	18,058	55.90	201,658	0	28,020	8,230
Trans World Airways.....	1,044,581	8,836	22,665	48,421	52.20	0	604,823	359,447	59,690
United Air Lines.....	262,627	3,873	9,591	13,842	69.29	0	52,761	62,031	0
Uraba, Medellin & Central Airways.....	9,184	316	104	184	56.52	0	3,786	0	0
<b>Total.....</b>	<b>8,094,752</b>	<b>161,684</b>	<b>199,869</b>	<b>358,825</b>	<b>55.70</b>	<b>216,497</b>	<b>5,453,201</b>	<b>1,675,406</b>	<b>166,181</b>

### 'Dusting' Increases in Northwest

Chemicals dispensed by air in the Pacific Northwest during 1951 amounted to more than 24 million units, CAA's 7th Region Headquarters reports.

This amount of chemical was sufficient to cover 4,466,429 acres of fields and orchards as well as 895-

550 acres of timber. Chemical spray used amounted to 12,746,864 gallons and dust totaled 11,845,506 pounds. It took 547 planes flying for 51,202 hours to accomplish these tasks.

This activity reflects a 50% increase in acreage covered and a 33% gain in the number of aircraft used for conservation and agriculture.



# Official Actions . . . . . Civil Aeronautics Board

## Safety Orders

S-475 denies petition of the Administrator of Civil Aeronautics for reconsideration of the Board's order No. S-419 in the matter of the petition of John Doe for a review of the refusal of the Administrator to issue an airman certificate. (Mar. 5.)

S-476 modifies examiner's order so as to grant the petition of John Doe that he be issued a second-class medical certificate, if otherwise physically qualified, subject to stated provision. (Mar. 5.)

S-477 suspends from April 5, 1952, the airman agency certificate with aircraft and engine mechanic rating of Arizona Institute of Aeronautics until such time as it demonstrates to the satisfaction of the Administrator of Civil Aeronautics that it meets the requirements of the Civil Air Regulations. (Mar. 6.)

S-478 denies petition of L. H. Neville for leave to intervene and for further hearing in the matter of the complaint of the Administrator of Civil Aeronautics against Arizona Institute of Aeronautics. (Mar. 6.)

S-479 denies appeal of David P. Paul and affirms examiner's order in the matter of a complaint of the Administrator of Civil Aeronautics. (Mar. 10.)

S-480 denies appeal of the Administrator of Civil Aeronautics in the matter of his complaint against Allen C. Wiggins and affirms examiner's order, subject to stated modification with respect to suspension of his airman certificate. (Mar. 12.)

S-481 grants request of Air Transport Association of America on behalf of scheduled air carriers for a waiver of sections 41.23a and 61.209 (g) of the Civil Air Regulations, insofar as they require conversion to single occupancy belt installations of double occupancy belt installations in existence on Dec. 29, 1951. (Mar. 14.)

## Airline Orders

E-5978 approves certain supplemental agreements between Mid-Continent Airlines and Eastern Airlines relating to through-plane service on Mid-Continent's route No. 26 and Eastern's route No. 10, and between Braniff Airways and Eastern on Braniff's route No. 9 and Eastern's route No. 10, all subject to the same terms and conditions provided in order No. E-5980.

E-5980 approves, with stated provision, agreements embodied in certain resolutions adopted by mail vote of Traffic Conferences 3 and 31 of IATA between Pan American World Airways, various air carriers, foreign air carriers, and other carriers, relating to rate matters. (Dec. 28.)

E-5981 fixes certain temporary mail rates for Pacific Northern Airlines, on and after Oct. 1, 1951, over its intra-Alaska routes. (Dec. 28.)

E-5982 fixes certain temporary mail rates for Pacific Northern Airlines, on and after Oct. 1, 1951, over its U. S.-Alaska routes. (Dec. 28.)

E-5983 authorizes Frontier Airlines to omit service until Nov. 1, 1952, at Rawlins, Wyo., on route No. 73 on one daily round-trip flight between Salt Lake City, Utah, and Casper, Wyo., provided it shall serve Rawlins on at least two round-trip flights. (Dec. 28.)

E-5984 fixes certain temporary mail rates for Northeast Airlines on and after Nov. 1, 1951. (Dec. 29.)

E-5985 orders, in the *North Atlantic Route Transfer* case, that Pan American World Airways, be relieved of the requirements of order No. E-5067 with respect to its pilots. (Dec. 29.)

E-5986 dismisses joint application of Continental Air Lines and others for the acquisition of control of Mid-West Airlines. (Dec. 29.)

E-5987 dismisses petition of Modern Air Transport for extension of paragraph 3 of order No. E-5644 providing that the order should become effective 30 days from issuance. (Dec. 29.)

E-5988 grants the Chamber of Commerce and City of Magnolia, Ark., leave to intervene in the matter of the application of Central Airlines for renewal of its temporary certificate for route No. 81. (Dec. 29.)

E-5989 dismisses application of Hughes Aircraft Company for approval under section 408 of the Act of the acquisition of control of Trans World Airlines. (Dec. 29.)

E-5990 approves certain agreements involving American Airlines, Pan American World Airways, various other air carriers, and other carriers relating to intercompany arrangements. (Dec. 29.)

E-5991 consolidates, for hearing, the application of Chicago and Southern Air Lines (Docket No. 5216), for authority to abandon service to El Dorado and Pine Bluff, Ark., with the Central Renewal Proceeding. (Dec. 29.)

E-5992 disapproves certain agreements embodied in resolutions of Traffic Conferences Nos. 1, 2, and 3, and joint conferences of IATA between Pan American World Airways, various air carriers, foreign air carriers, and other carriers, relating to traffic matters. (Dec. 29.)

E-5993 consolidates, for hearing and decision, the complaint of Airborne Flower and Freight Traffic, Inc., with the Consolidated Flower Shipments, Inc.-Bay Area investigation. (Dec. 29.)

E-5994 in the *Florida-Bahamas Service* case extends until further order of the Board the effective date of the certificate of Midlet Aviation Corporation for route No. 110, issued pursuant to order No. E-5837. (Dec. 29.)

E-5995 stays Board order No. E-5610 and permit issued to Compania Cubana de Aviacion, S.A., in the *Havana-New York Foreign Air Carrier Permit* case, pending further consideration and further order by the Board and the President. Approved by the President Jan. 2, 1952. (Dec. 12.)

E-5996 amends permit of K. L. M. Royal Dutch Airlines and extends its effectiveness for 3 years from date of approval by the President. Approved by the President Dec. 31, 1951. (Nov. 28.)

E-5997 opinion and order amend permit of British Overseas Airways Corporation so as to include Jamaica, B.W.I., as a coterminal point with the Bahamas Islands on flights which originate or terminate at London, England, or Prestwick, Scotland. Approved by the President Dec. 31, 1951. (Dec. 6.)

E-5998 institutes an investigation and suspends to April 7, 1952, certain reduced charter rates for military traffic proposed by Northwest Airlines, Inc., from and to points in the United States. (Jan. 2.)

E-5999 opinion and order consolidate into one proceeding in Docket No. 1706, the proceedings in Docket No. 2375, Trans World Airlines, and Docket No. 1706, Pan American World

Airways, for the purpose of determining final mail rates for their transatlantic operations, and order that the consolidated proceeding be assigned for hearing before an examiner of the Board at a time and place to be designated. (Jan. 2.)

E-6000 approves for 1 year from Nov. 17, 1951, the common control and interlocking relationships resulting from the simultaneous holding by Sigurd Wien of positions with Alaska Airlines, Inc., while remaining sole owner of Alaska Aeronautical Industries; approval subject to conditions in paragraphs 3, 4, 5, 6, and 7 of E-4842. (Jan. 2.)

E-6001 dismisses petition of Overseas National Airways (formerly Calasia Air Transport) for reconsideration of order No. E-5504 so as to eliminate all numerical limitations on flights between pairs of points. (Jan. 3.)

E-6002 approves certain agreements involving Northwest Airlines, and American President Lines, Ltd., various other air carriers, and other carriers, relating to intercompany arrangements. (Jan. 3.)

E-6003 opinion and order in the *Northwest Airlines, Inc., Cargo* case amend certificate of Northwest Airlines for route No. 3, effective March 3, 1952, to authorize it, on scheduled all-cargo flights carrying property and mail, temporarily to serve Pittsburgh, Cleveland, and Chicago as intermediate points between New York and the Twin Cities, and to serve Portland and Seattle on the same flights, subject to stated restriction. (Jan. 3.)

E-6004 denies joint application of the City of Las Vegas and the Las Vegas Nevada Chamber of Commerce for a temporary exemption to permit Trans World Airlines, and United Air Lines to transport local traffic between Las Vegas and Los Angeles. (Jan. 3.)

E-6005 institutes investigation (Docket No. 5243) to determine whether the public convenience and necessity require, and whether the Board should order that the certificates of Eastern Air Lines for routes Nos. 5 and 10, insofar as they authorize service to Spartanburg, S.C., Albany, Ga., and Dothan, Ala., should be suspended for such time as the Board may later authorize Southern Airways to provide service to each such point; consolidates Docket No. 5243 and Docket No. 5214 with proceeding in Docket No. 5199 in the matter of the application of Southern Airways for renewal of its certificate for route No. 98. (Jan. 4.)

E-6006 extends from Jan. 13, 1952, to April 12, 1952, the period of suspension of certain rules proposed by Pan American World Airways, Trans World Airlines, and other carriers, which disclaim carrier liability on passengers or their baggage when transportation is gratuitous. (Jan. 4.)

E-6007 grants the Chambers of Commerce of Ithaca, Rome and Utica, N. Y., and the County of Chemung, N. Y., leave to intervene in the matter of the application of Robinson Airlines

Corporation for renewal of its certificate for route No. 94. (Jan. 4.)

E-6008 dismisses application of the City of Gooding, Idaho, and the Gooding Chamber of Commerce in the matter of their application for an amendment of the certificate of United Air Lines so as to authorize air service to Gooding as an intermediate point on route No. 1. (Jan. 4.)

E-6009 denies application of Northwest Airlines for an exemption so as to provide service between Seattle, Washington, and Portland, Oregon. (Jan. 5.)

E-6010 denies Connor Air Lines exemption from the requirements of section 401 (a) of the Act so as to permit it to engage in air transportation without limitation to frequency and regularity of service between New York and Miami, and Chicago and Miami, up to and including May 1952. (Jan. 7.)

E-6011 approves agreement between Reeve Aleutian Airways and Wien Alaska Airlines relating to lease of aircraft. (Jan. 5.)

E-6012 grants the Secretary of Commerce of the United States leave to intervene in the matter of the *North Atlantic Certificate Renewal* case. (Jan. 5.)

E-6013 denies petition of National Airlines that the record in the New York-Balboa Through Service Proceeding be reopened for the purpose of receiving additional evidence. (Jan. 5.)

E-6014 authorizes Alaska Airlines, Inc., to inaugurate service on or about Jan. 10, 1952, at Anchorage, Alaska, through use of the Anchorage International Airport, subject to any necessary amendment of its air carrier operating certificate. (Jan. 7.)

E-6015 in the *Additional Service to Kansas* case, denies petitions of the State of Kansas, Central Airlines, the City and Chamber of Commerce of Beatrice, Neb., and the City of Manhattan, Kans., for reconsideration of Board order No. E-5887. (Jan. 7.)

E-6016 approves certain agreements involving Pan American World Airways, Panair do Brasil, S.A., various other air carriers, and other carriers, relating to intercompany arrangements. (Jan. 8.)

E-6017 opinion and order in the matter of the investigation of air services by Large Irregular Carriers and Irregular Transport Carriers amend Board order E-5722 with respect to certain clarifications, interpretations, and consolidations; otherwise deny motions, petitions, and requests set forth in appendix. (Jan. 8.)

E-6018 institutes an investigation of and suspends to April 7, 1952, certain coach fares proposed by Trans World Airlines and United Air Lines between Chicago, Ill., and New York, N. Y./Newark, N. J. (Jan. 8.)

E-6019 grants Mallard Air Transport, Inc., a temporary exemption subject to stated conditions, from the provisions of

(Continued on page 39)

## Suspensions and Revocations . . . . . CAB

### Revocations

Carrying a passenger—Norman J. Olsen, Mineola, L. I., N. Y. (Student).

Low flying and operating an aircraft after his medical certificate had expired (*While "buzzing" friends working on a farm, he failed to pull up in time, struck a tree and crashed.*)—William F. Deeney, West Chester, Pa. (Private).

Operating an aircraft while his certificate was suspended and flying low near vessels in the vicinity of the Naval Shipyard, Charleston, S. C. (*Numerous dives were made at the ships and on several occasions the plane flew as low as 10 feet from the water while flying between the ships.*)—John L. Nichols, Naval Base, South Carolina (Commercial).

Carrying a passenger—Robert R. Page, Jr., Rocky Mount, N. C. (Student).

Carrying a passenger—Joseph A. Marando, Cleveland, Ohio (Student).

Carrying a passenger and failing to file a report of an accident (*The flight terminated in an accident which damaged the right landing gear.*)—Norman E. Schreiber, San Francisco, Calif. (Student).

Failure to restrict the operation of an aircraft to the range of his fuel supply, which resulted in an accident, and failure to keep the CAA informed of his current address—Leslie L. Gail, Pueblo, Colo. (Private).

Giving flight instruction when he did not hold a flight instructor rating and operating an aircraft for hire—Warren R. Goodwin, Clay Center, Kansas (Private).

Carrying a passenger, operating an aircraft while under the influence of intoxicants, and other violations (*The flight terminated in an accident.*)—Thomas J. Hillis, Little Rock, Ark. (Student).

Operating an aircraft for hire while holding a Private Pilot Rating and giving flight instruction for

hire when he did not hold a flight instructor rating—William T. Price, Jr., Junction City, Kans. (Commercial).

Low flying over a congested area and operating an aircraft outside the local flight area—Robert H. Simons, Lincoln Park, Pa. (Student).

Making major repairs to an aircraft when he did not hold a mechanic certificate and returning the aircraft to service when it was in an unairworthy condition, and other violations—Curtiss A. Patient, Springfield, Mo. (Student).

Endorsing a pilot certificate to the effect that the holder had passed the appropriate examinations when he had not done so, certifying dual instruction that he had not given, and other violations—Robert E. Clark, Fort Riley, Kans. (Flight Instructor).

Failure to take adequate pre-flight action, flying contact during instrument conditions, allowing an excess number of passengers aboard the aircraft, and other violations (*After descending through the overcast he was unable to locate the airport because of poor visibility. While attempting to maintain contact with the ground the aircraft crashed, causing fatal injuries to one passenger and serious injuries to the others.*)—Fred W. Hall, Berkeley, Calif. (Airline Transport).

Making major alterations to an aircraft when he did not hold a mechanic certificate, returning such aircraft to service when it had not been inspected, attempting to take off from a field that was inadequate for his type operations (*The attempted take-off ended in a crash.*), failing to check his fuel supply before taking off (*This flight ended in a forced landing during which the aircraft crashed.*), and other violations—Ernest M. Choate, Sweet Home, Oreg. (Commercial).

Low flying over congested areas, buzzing several

(Continued on page 38)

United  
ates mail

481,165  
137,538  
175,365  
57,242  
11,173  
46,512  
164,606  
492,304  
19,328  
33,158  
129,893  
13,148  
204,947  
073,214  
729,318  
101,847  
870,753

5,113  
562  
1,844  
2,815  
10,653  
2,176  
1,369  
3,518  
1,340  
677  
2,377  
5,725  
9,018  
2,737  
7,116  
5,470  
4,683  
814  
64  
5,837  
73,908

910  
2,116  
1,495  
4,521  
5,949,182

Parcel  
post

0  
0  
674  
53  
0  
0  
0  
80,411  
0  
0  
17,123  
8,230  
59,690  
0  
0  
06 166,181

amounted  
11,845,506  
202 hours

in acreage  
of aircraft

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## CAB Suspensions And Revocations

(Continued from page 37)

locations, and other violations—Harry R. Borneo, Newport News, Va. (Private).

Operating an aircraft during instrument weather when he did not hold an instrument rating (*The flight ended in a crash, causing the death of a passenger and the destruction of the aircraft.*)—Leigh C. Briggs, Caribou, Me. (Private).

Operating an aircraft on a passenger carrying flight when the aircraft had not been given an annual inspection and was in an unairworthy condition, and other violations (*The flight ended when the aircraft crashed.*)—Clinton J. MacPherson, Orlando, Fla. (Private).

Buzzing a home in a residential area of Nokomis, Fla. (*During the last circle of the house, the aircraft struck some power lines and crashed, demolishing the aircraft and injuring the pilot and his passenger.*)—Eugene W. Barco, Sarasota, Fla. (Commercial).

Operating an aircraft on a passenger carrying flight—William E. Curfman, Jr.—Montgomery, Ala. (Student).

Operating an aircraft carrying a passenger, and other violations—Gerald Burdell, Columbia, S. C. (Student).

Low Flying, failure to report an accident, and other violations—Franklin Spikes, Jr., Columbia, Ga. (Student).

Operating an aircraft carrying a passenger (*While attempting to land the aircraft struck a fence on the edge of the field.*)—Theodore E. Johnson, Albertville, Ala. (Student).

### Suspensions

Performing acrobatics while carrying a passenger when neither of the occupants were equipped with parachutes (*The engine failed during one of the maneuvers and the aircraft was forced to crash-land.*)—60 days from Nov. 25—Donald Sigafos, Vineland, N. J. (Private).

Performing acrobatics while carrying a passenger when neither of the occupants were equipped with parachutes (*During the maneuvers the carburetor apparently iced up causing engine failure and a crash-landing.*)—60 days from Nov. 25—James M. Page, Vineland, N. J. (Private).

Low flying over a congested area of Philadelphia, Pa.—6 months from May 2—William Collins, Philadelphia, Pa. (Private).

Operating an aircraft that was not in an airworthy condition (*The aircraft was damaged during a landing in a field. A take-off was then attempted. After getting about 15 feet above the ground, the aircraft failed to gain sufficient altitude to clear obstructions and crashed a second time.*)—3 months from Dec. 22—Carl W. Sjostrom, Norfolk, Va. (Private).

Failure to conform with the traffic pattern for the Somerset Hills Airport. Basking Ridge, N. J.—90 days from Dec. 22—Kenneth Mathiesen, Summit, N. J. (Student).

Operating a seaplane carrying passengers when he did not hold a seaplane rating, failing to determine the suitability of the landing area before landing, and other violations (*While landing at Haggetts Pond, Lawrence, Mass., the aircraft nosed over and remained inverted; however, all occupants were rescued.*)—6 months from Nov. 25—Robert N. Hitchcock, Newton, Mass. (Private).

Low flying over persons bathing at Miami Beach, Fla.—4 months from Dec. 8—William I. Kronick, Opa-Locka, Fla. (Commercial).

Operating an aircraft in acrobatic flight when the occupants were not equipped with parachutes and flying in a careless manner (*While making a simulated*

## Increase to 43 Millions In Passenger Traffic Is Forecast for 1960

(Continued from page 33)

now in military use or on order, so that civilian development can proceed. The Committee has made its own forecast about transport helicopter service, saying that this kind of air travel will be available to the public in 1955 rather than in 1960 as had been previously estimated.

"First use of the transport helicopter, the Committee said, would be in taxi service—from downtown to the big city airport and from one big city airport to another in the same metropolitan area: feeder service—between suburban or satellite towns and the big city airport or downtown heliport; and short haul service—between cities 25, 50 and 75 miles apart along major airline routes."

Other factors brought out by Mr. Lee included the increase in international travel, the expansion of coach service with fares lower than first class railroad fares and the increase in the number of planes used in executive travel.

Mr. Lee discussed the increased use of planes in agriculture and pointed out some of the potentials in this field. "This branch of flying will, I believe, have its effect upon virtually every airport in the country, with the possible exception of the big airline terminals restricted to use by scheduled transports," he said. "Here again, there are tremendous possibilities of increased aviation activities. The partnership now being consolidated between the airplane operator, the chemical engineer and the agriculturist is certain to result in increased flying as the years go by."

## CAM Supplements and Aviation Safety Releases

(Issued between March 1, 1952 and March 31, 1952, and obtainable from the CAA Office of Aviation Information, Department of Commerce, Washington 25, D. C.)

### Aviation Safety Releases

No.	Date	Subject
357	3/24/52	Index to Current Aviation Safety Releases and CAM Supplements.

### CAM Supplements

CAM No.	Supplement No.	Date	Title
4b	9	3/18/52	Brake Systems.

forced landing the aircraft was not pulled up in time and hit the top of a tree with the right wing.)—4 months from Dec. 27—Frank J. Dunlap, Birmingham, Ala. (Private).

Low flying over the congested area of Fort Lauderdale, Fla.—6 months from Sept. 10—Robert A. Sumner, Ft. Lauderdale, Fla. (Private).

Operating an aircraft within an Air Defense Identification Zone without filing a flight plan—60 days from Dec. 8—W. P. Robinson, Columbus, Ga. (Private).

Operating an aircraft during the hours of darkness when the plane was not equipped with position lights and endangering other aircraft by landing after dark—6 months from Dec. 14—Harold D. Skipper, Jackson, Ala. (Private).

## Regulations of The Administrator

Through April 1, 1952

Note: Regulations of the Administrator marked with an asterisk (\*) on the list given below may be obtained from the Superintendent of Documents, United States Government Printing Office, Washington 25, D. C., at the prices indicated. Remit check or money order, made payable to the Superintendent of Documents, directly to the Government Printing Office. Copies of amendments may be obtained free of charge from the Office of Aviation Information, CAA, Washington 25, D. C., or may be found in the Federal Register for the dates indicated in parentheses. Copies of the Federal Register are obtainable from the Superintendent of Documents.

### Organization

\*Part 400—Organization and Functions. (10c.)  
Amendments: 1 (July 11, 1951), 2 (August 14, 1951), 3 (Jan. 8, 1952), 4 (Jan. 17, 1952).

### Procedures

\*Part 405—General Procedures. (5c.)  
\*Part 406—Certification Procedures. (10c.)  
\*Part 407—Recordation Procedures. (5c.)  
\*Part 408—Enforcement Procedures. (5c.)  
Amendments: 1 (Available from CAA.), 2 (October 23, 1951).  
\*Part 410—Delegation Option Procedures for Certification of Small Airplanes. (5c.)

### Rules

#### Airmen

\*Part 450—Inter-American Aviation Training Grants. (5c.)

#### Aircraft

\*Part 501—Aircraft Registration Certificates. (5c.)  
\*Part 502—Dealers' Aircraft Registration Certificates. (5c.)  
\*Part 503—Recordation of Aircraft Ownership. (5c.)  
\*Part 504—Recordation of Encumbrances Against Specifically Identified Aircraft Engines. (5c.)  
\*Part 505—Recordation of Encumbrances Against Aircraft Engines, Propellers, Appliances, or Spare Parts. (5c.)  
\*Part 506—Airworthiness Directives Recordation. (Available without charge from CAA.)  
\*Part 514—Technical Standard Orders — C Series — Aircraft Components. (October 12, 1951.)

#### Airports

\*Part 550—Federal Aid to Public Agencies for Development of Public Airports. (10c.)  
Amendments: 1-16 (Available from CAA.)  
\*Part 555—Acquisition of Government-owned Lands for Public Airport Purposes. (5c.)  
\*Part 560—Reimbursement for Damage to Public Airports by Federal Agencies. (10c.)  
Amendments: 1-2 (Available from CAA.)  
\*Part 570—Rules of Washington National Airport. (5c.)  
Amendments: 1-2 (Available from CAA.)  
\*Part 575—Federal Civil Airports on Canton and Wake Islands. (5c.)  
\*Part 580—Anchorage Airport and Fairbanks Airport. (December 12, 1951.)

#### Air Navigation

\*Part 600—Designation of Civil Airways (including amendments 1 through 18). (10c.)  
Amendments: 19-64 (Available from CAA.)  
\*Part 601—Designations of Control Areas, Control Zones and Reporting Points (including amendments 1 through 22). (15c.)  
Amendments: 23-69 (Available from CAA.)  
\*Part 608—Danger Areas (October 31, 1951).  
Amendments: 1 (Oct. 31, 1951), Correction (Nov. 8, 1951), 2 (Nov. 15, 1951), 3 (Nov. 16, 1951), 4 (Nov. 28, 1951), 5 (Nov. 29, 1951), 6 (Dec. 6, 1951), 7 (Dec. 12, 1951), 8 (Jan. 8, 1952), 9 (Jan. 8, 1952), 10 (Jan. 24, 1952), 11 (Jan. 23, 1952), 12 (Jan. 31, 1952), 13 (Feb. 8, 1952), 14 (Feb. 21, 1952), 15 (Mar. 4, 1952), 16 (Mar. 7, 1952), 17 (Mar. 13, 1952), 18 (Mar. 20, 1952).  
\*Part 609—Standard Instrument Approach Procedures. (July 27, 1951). Amendments: 1 (August 25, 1951), Correction (October 17, 1951), 2 (Nov. 6, 1951), 3 (Nov. 3, 1951), 4 (Nov. 21, 1951), Correction (Nov. 22, 1951), 5 (Dec. 11, 1951), 6 (Dec. 13, 1951), 7 (Dec. 18, 1951), 8 (Dec. 22, 1951), 9 (Jan. 17, 1952), 10 (Jan. 22, 1952), 11 (Jan. 22, 1952), 12 (Feb. 2, 1952), 13 (Feb. 16, 1952), 14 (Mar. 4, 1952), 15 (Mar. 13, 1952).  
\*Part 610—Minimum En Route Instrument Altitudes. (July 27, 1951, corrected September 21, 1951). Amendments: 1 (August 4, 1951), 2 (August 24, 1951), 3 (Nov. 2, 1951), 4 (Feb. 2 and 9, 1952), 5 (Mar. 21, 1952), 6 (Mar. 26, 1952).  
\*Part 612—Aeronautical Fixed Communications. (5c.)  
\*Part 617—Airport Traffic Control Rules. (April 21, 1951.)  
\*Part 620—Security Control of Air Traffic. (5c.)  
Amendments: 1-5 (Available from CAA.).  
\*Part 625—Notice of Construction or Alteration. (5c.)

#### Miscellaneous

\*Part 635—Reproduction and Dissemination of Current Examination Materials. (Available without charge from CAA.)

### CAA Regulation on Runway Length

The article on CAA's regulation for determining runway lengths which appeared in the February 20 CAA Journal was written by W. E. Cullinan, Jr., Chief, Airports Division, Region 1, for presentation before the Connecticut Society of Civil Engineers.

TITLE	NO.	Civil Air Regulations				1 Civil Aeronautics Manuals			
		Price	Date	Amend-ments	Special Regulations	Price	Date	Supple-ments	Amending Releases
AIRCRAFT									
Certification, Identification, and Marking of Aircraft and Related Products . . . . .	1	\$0.05	1/15/51	1					
Production Certificates . . . . .	02					\$0.10	8/ 1/46		
Airplane Airworthiness; Normal, Utility, Acrobatic, and Restricted Purpose Categories . . . . .	3	.15	11/ 1/49	7	358 . . . . .	(?)	7/ 1/44	7	193, 202
Airplane Airworthiness . . . . .	04								
Airplane Airworthiness . . . . .	4a	.20	4/ 7/50		358, 375 . . . . .				
Airplane Airworthiness; Transport Categories . . . . .	4b	.25	7/20/50	6	358, 361, 370 . . . . .			6	
Glider Airworthiness . . . . .	5	.05	3/ 5/52						
Rotorcraft Airworthiness . . . . .	6	.10	1/15/51	1	358 . . . . .			1	
Aircraft Airworthiness; Restricted Category . . . . .	8	.05	10/11/50			.60	1/ 1/51	1	
Aircraft Airworthiness; Limited Category . . . . .	9	.05	11/ 1/49	1					
Aircraft Engine Airworthiness . . . . .	18	.05	3/ 5/52		358 . . . . .				
Aircraft Propeller Airworthiness . . . . .	14	.05	3/ 5/52		358 . . . . .	.15	5/ 1/46		
Aircraft Radio Equipment Airworthiness . . . . .	16	.05	2/13/41			Free	2/13/41		62,272
Maintenance, Repair, and Alteration of Airframes, Powerplants, Propellers, and Appliances . . . . .	18	.05	6/15/52		377 . . . . .	1.25	8/ 1/49	1	
AIRMEN									
Pilot Certificates . . . . .	20	.05	8/ 1/49	10				1	
Airline Transport Pilot Rating . . . . .	21	.05	8/15/49	3					
Lighter-than-air Pilot Certificates . . . . .	22	.05	11/ 1/49	6					
Mechanic and Repairman Certificates . . . . .	24	.05	6/15/52		365 . . . . .			1	
Parachute Rigger Certificates . . . . .	25	.05	9/ 5/50	2					
Air-traffic Control-tower Operator Certificates . . . . .	26	.05	11/ 1/49	5				4	
Aircraft Dispatcher Certificates . . . . .	27	.05	11/ 1/49	2				2	
Physical Standards for Airmen . . . . .	29	.05	10/ 1/49	4					
Flight Radio Operator Certificates . . . . .	33	.05	2/15/50	5				3	
Flight Navigator Certificates . . . . .	34	.05	11/ 1/49	4				2	
Flight Engineer Certificates . . . . .	35	.05	11/ 1/49	4				2	
OPERATION RULES									
Air Carrier Operating Certification . . . . .	40	.05	9/ 1/49		356, 363, 366, 367, 369, 378			6	
Certification and Operation Rules for Scheduled Air Carrier Operations Outside the Continental Limits of the United States . . . . .	41	.05	11/15/49	5	356, 367, 381 . . . . .			12	
Irregular Air Carrier and Off-Route Rules . . . . .	42	.10	6/ 1/49	10	367, 368, 375, 378, 379 . . . . .	1.00	9/ 1/49	3	
General Operation Rules . . . . .	43	.05	8/ 1/49	7				2	
Foreign Air Carrier Regulations . . . . .	44	.05	9/ 1/49					1	
Commercial Operator Certification and Operation Rules . . . . .	45	.05	11/15/49	1	356, 367, 375 . . . . .				
Operation of Moored Balloons . . . . .	46	.05	9/ 1/49						
Transportation of Explosives and Other Dangerous Articles . . . . .	49	.10	7/20/49						
AIR AGENCIES									
Airman Agency Certificates . . . . .	50	.05	10/ 1/49	4		.50	8/—/51		
Ground Instructor Rating . . . . .	51	.05	10/10/49	2				1	
Repair Station Certificates . . . . .	52	.05	6/15/52					1	
Mechanic School Certificates . . . . .	53	.05	6/15/52			Free	5/—/40		
Parachute Loft Certificates and Ratings . . . . .	54	.05	10/15/49	1		.15	7/ 1/48		
AIR NAVIGATION									
Air Traffic Rules . . . . .	60	.10	8/ 1/49					.5	
Scheduled Air Carrier Rules . . . . .	61	.10	9/ 1/49	7	356, 363, 366, 367, 368 . . . . .			10	
Notice and Reports of Aircraft Accidents and Missing Aircraft . . . . .	62	.05	5/ 1/49						

NOTE: Items for which a price is listed may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Remittances should be made by check or money order payable to the Superintendent. Amendments and Special Regulations may be obtained from the Publications Section, Civil Aeronautics Board, Washington 25, D. C. Free Manuals, Supplements and Releases are available from the Office of Aviation Information, Civil Aeronautics Administration, Washington 25, D. C.

<sup>1</sup> Pending publication of a complete Manual, supplements containing rules, policies, and interpretations of the CAR's will be issued in the form of pages for a Manual and will be available free of charge until release of the Manual.

<sup>2</sup> Certain aircraft may comply with the provisions of this Part or Part 4a. Interpretation No. 1 adopted March 7, 1952.

<sup>3</sup> Out of print.

## Official Actions . . . . . CAB

(Continued from page 37)

Part 291 so as to permit it to operate one Grumman Model G-73 (Mallard) aircraft under the authority of Letter of Registration No. 3356 as a Small Irregular Carrier. (Jan. 9.)  
E-6020 denies petition of Western Air Lines for consolidation of the proceedings in the matter of the application of Charles C. Sherman and Edna K. Sherman for approval of certain interlocking relationships and stock ownership, and an investigation into the relationship between Airline Transport Carriers, Inc., and California Central Airlines (Docket No. 4109) and proceedings in the matter of the investigation of air service by Large Irregular Carriers and Irregular Transport Carriers (Docket No. 5132), or deferral of Docket No. 4109 for decision simultaneously with or after the decision in Docket No. 5132. (Jan. 9.)

E-6021 institutes an investigation of and suspends to April 8, 1952, certain charter rates and provisions proposed by United Air Lines between points in the United States (including Hawaii) and Canada. (Jan. 8.)

E-6022 denies petitions of New England Air Express, Inc., for stay of execution of the Board's suspension order No. E-5971 and for authorization to engage in military traffic exclusively. (Jan. 9.)

E-6023 grants Southern Airways authority to suspend service temporarily at Clarksdale, Miss., on segment 4 of route No. 98, until adequate facilities are available for its use at Fletcher Field, Clarksdale. (Jan. 9.)

E-6024 grants Metropolitan Air Commuting, Inc., and Robinson Airlines Corporation leave to intervene in the matter of the application of Island Air Ferries, Inc., for amendment of its certificate. (Jan. 9.)

E-6025 consolidates for hearing and decision the applications of the City of Clinton, Iowa, and Clinton Airport Commission (Dockets Nos. 4758 and 4896) for amendment of the certificates of Braniff Airways and Ozark Airlines to provide service to Clinton; denies in all other respects. (Jan. 10.)

E-6026 closes docket in the matter of the investigation of

the finances, routes, and operations of Northeast Airlines under sections 407 (a), 415 and 1002 (b) of the Act. (Jan. 11.)

E-6027 authorizes Braniff Airways to suspend service at Pueblo, Colo., an intermediate point on its route No. 9, until March 31, 1953. (Jan. 11.)

E-6028 consolidates into the Bristol Bay Area Trunk Line case the application of Northern Consolidated Airlines, Docket No. 5231, for consolidation of its routes Nos. 3 and 4 and authority to service Ilamna, King Salmon, and Dillingham on an Anchorage-Bethel route. (Jan. 11.)

E-6029 approves, subject to stated provision, agreement between the air carriers participating in Official Freight Rules Tariff No. 1, C.A.B. No. 1, A.T.B. No. 1, Emery F. Johnson, Agent, relating to the form of Rules 3.2 through 3.11 of said tariff. (Jan. 11.)

E-6030 denies petition of United Air Lines for consolidation of the proceedings in the matter of the application of Charles C. Sherman and Edna K. Sherman for approval of certain interlocking relationships and stock ownership, and an investigation into the relationship between Airline Transport Carriers, Inc., and California Central Airlines (Docket No. 4109) and proceedings in the matter of the investigation of air service by Large Irregular Carriers and Irregular Transport Carriers (Docket No. 5132), or deferral of Docket No. 4109 for decision with or after the decision in Docket No. 5132. (Jan. 11.)

E-6031 dismisses proceeding of investigation and suspension instituted in the matter of a proposal by American Airlines, The Flying Tiger Line, and United Air Lines to base freight charges on actual weight regardless of cubical dimensions. (Jan. 14.)

E-6032 dismisses proceeding of investigation and suspension instituted in the matter of a rule proposed by Capital Airlines, Colonial Airlines, Delta Air Lines, and Piedmont Aviation providing for "Signature Service" by employees of air lines and charges therefor. (Jan. 14.)

E-6033 dismisses proceedings of investigation and suspension instituted in the matter of reduced rates proposed by Northwest Airlines, Pan American World Airways, and United Air Lines from Honolulu to points in the U. S. (Jan. 14.)

E-6034 supplemental order in the North Atlantic Route Transfer case stays the effectiveness of order No. E-5894 during the handling in mediation by the National Mediation Board of the

dispute on seniority matters growing out of the consolidation of American Overseas with Pan American and defers action upon petitions for reconsideration. (Jan. 14.)

E-6035 consolidates applications of Pan American World Airways in Dockets Nos. 3411, 3988, and 4175 into the North Atlantic Certificate Renewal case, effective nunc pro tunc upon the effective date of order No. E-5769. (Jan. 14.)

E-6036 institutes an investigation of and suspends to April 15, 1952, the matter of increased charge proposed by Slick Airways, Inc., for the transportation of attendants accompanying live animals; orders hearing before an examiner of the Board at a time and place to be designated. (Jan. 14.)

E-6037 institutes an investigation of and suspends to April 13, 1952, certain reduced rates on automobiles accessories, builders' hardware, tools, dolls, and fabrics from points in California and Texas to Minneapolis and points east thereof, proposed by 11 carriers; orders hearings before an examiner of the Board at a time and place to be designated. (Jan. 14.)

E-6038 amends order No. E-2364, as amended, granting Empire Air Lines an exemption from the provisions of section 401(a) of the Act, so as to permit it to serve Pasco, Wash., on segment 2 of route No. 78 until 60 days after final disposition by the Board of Empire's application for renewal of its certificate (Docket No. 4699). (Jan. 14.)

## New RTCA Report Available

The Executive Committee of the Radio Technical Commission for Aeronautics accepted the report of its Special Committee 37 on March 11. The report, "Environmental Test Procedures—Airborne Radio Equipment," is identified as Paper 50-52/DO-44.

Copies of the report are available from the RTCA secretariat, 1724 F St. N.W., Washington 25, D. C., at 30 cents per copy.



# Easier U. S.-Mexico Border Crossing For Private and Non-Scheduled Planes

Pilots of private and non-scheduled aircraft of Mexico and the United States will find it much easier to cross the border after June 1, 1952, as a result of an agreement being negotiated between the two Governments.

On February 28, 1952, a year to the day after a similar agreement was made with Canada, a "Memorandum of Understanding" was signed by Antonio Pastrana of the Mexican Aeronautical Radio Communications Agency, (RAMSA), as special representative of the Mexican Government and F. B. Lee, Deputy Administrator of the Civil Aeronautics Administration. The agreement which is planned to become effective June 1, 1952, provides that the pilot preparing to enter either country files one notification message instead of the three separate notifications that were previously required by the governmental agencies. On a north bound flight, RAMSA, the Mexican Aeronautical Communications Agency, accepts the notification message and transmits it to a CAA communications station. This station notifies the U. S. Customs Office at the airport of entry, and Customs' officers notify any other governmental agencies who are concerned; such as, Immigration and Public Health Services. On a south bound flight, the same procedure, in reverse, is accomplished.

It is expected that the two countries will sign the formal agreement some time prior to June 1.

**Communication Centers Designated.**—Centers for the receipt and transmission of these messages will be Ciudad Juarez in Mexico and El Paso in the United States. At Calexico, California and Nogales, Arizona where there is no CAA facility, U. S. Customs will be notified directly by RAMSA. The El Paso and Ciudad Juarez communications centers will pass the message over their existing aeronautical communications circuits to the international airport of entry in Mexico or the officially designated airport of entry in the United States where the pilot intends to land.

Since RAMSA is a communications system owned and operated by the airlines in Mexico, it makes a charge for the transmission of the notification message and arrival message. The charge for both will amount to eight pesos or about ninety-two cents.

Main point of difference between this United States-Mexico agreement and that between the United States and Canada is that the latter is in effect only on flights from Canada to the United States, while on the Southern Border, it is a "two-way" affair.

**Flight Plans.**—Mexican law requires a flight plan on flights in Mexico. Therefore, all the information for Customs, Immigration and Public Health Services can be extracted from this flight plan. Both countries require that the number of citizens and aliens aboard be shown in the message.

This substantial reduction in time and red tape has been achieved as a result of a proposal made by the CAA's Office of Federal Airways in an effort to encourage the use of non-scheduled and private aircraft. Active cooperation of the Aircraft Owners and Pilots Association was given throughout the negotiations.

To make this simplified procedure possible, both the Customs and the Immigration and Naturalization Services of both countries will make changes in their normal procedures. Among the most important is an agreement to accept, as evidence of notification, the time the notification message was filed, a copy of which, upon request, will be made available to the pilot. Until this concession was made, the responsibility for delivery of notification to authorities had rested on the pilot.

The notification procedures apply only when the first intended landing is at an airport of entry. If a pilot wishes to land elsewhere, he must make his own arrangements with the United States or Mexican Services involved.

The arrangement has an important safety feature. With the filing of a notification message as required, the pilot provides for immediate application of Search and Rescue operations in both countries in the event of any emergency.

## NOTICE MAY 5 '52

Correspondence concerning the Civil Aeronautics Journal, other than subscriptions, should be addressed to the Office of Aviation Information, Civil Aeronautics Administration, Washington 25, D.C.

## Flights Across Border

(Continued from page 35)

south from the City of Fairbanks, and the services to be operated under the permit must be between a point or points in the Territory of Alaska and any point in that portion of Canada lying west of the 128th meridian. Applications for authority to conduct operations not in common carriage will continue to be handled as heretofore, but the administrative requirements have been simplified in an effort to expedite their approval.

**Individual Flights Authorized.**—In the case of irregular services to be performed with large aircraft, the Air Transport Board is prepared to authorize individual flights or groups of flights whether or not the proposed operation is in common carriage, subject to established limitations on services paralleling the routes of scheduled air carriers. Canadian applications for such flights into the United States will continue to be dealt with pursuant to Sec. 402 of the Civil Aeronautics Act or Sec. 6(c) of the Air Commerce Act, whichever may be appropriate.

No change was made in the procedures applicable to tour-type tourist operations, and each such case will be considered on its merits.

The Board announced that with respect to all of the types of operations to which the new arrangements are applicable, it will be the policy of the aeronautical authorities of both Canada and the United States that both United States and Canadian carriers be permitted to serve more than one trans-border point on the same flight, provided, however, that cabotage traffic shall not be transported between such points.

Alaskan air carriers, both large and small, will benefit from the simplification of procedures. Similar benefits will be available to carriers based in the continental United States, although only small aircraft having disposable loads of not greater than 2,000 lbs. will be authorized by these permits to operate over routes of licensed scheduled carriers.

The Board stated that although the new arrangements require the use of the same permits from United States aeronautical authorities as in the past, the procedural steps involved in processing applications in the period of time between filing and approval will be substantially reduced. They suggest that any carrier interested in operating into Canada under the new arrangements obtain full particulars thereof from the Board's Public Information Office before applying for the necessary authorization.

## CAA Announces Plan For Runway Selection

(Continued from page 33)

ence, list each runway, ending with that over the most heavily settled areas. In some cases it will be necessary to establish one order of priority for landings and another for take-offs.

(2.) Determination as to adoption of these procedures at a particular airport, as well as procedures themselves, shall be developed through coordinated action by the Air Transport Association or air carrier company representatives, local Air Line Pilots Association council and other local users, as well as the CAA and airport management.

(3.) An operations letter shall be drawn up for the control tower which will set up preferential runway use procedures in accordance with the principles following:

(a) These procedures will be applied in VFR weather only.

(b) The pilot will retain full authority and final decision as to the use of the runway assigned by the tower and may request another runway when, in his judgment, the preferential runway is not suitable for the operation involved.

(c) With wind velocities of less than fifteen miles per hour, the tower will select the runway having the highest priority in the appropriate order of preference but with a cross wind not exceeding 80 degrees to the right or left of the nose of the aircraft. (This supersedes the use of a "calm wind" runway at locations where the preferential runway system is established.)

(d) At higher wind velocities, runways should be assigned as dictated by wind direction.

(e) In all cases, the actual wind direction and velocity should be stated.

In his instructions to field personnel Mr. Horne said, "It is realized that the practicability of preferential runway programs vary between locations and may be complicated by the different operating characteristics and capabilities of various types of aircraft in general use. The air traffic control problems of handling a variety of landing aircraft under a preferential runway system will be complex but it is requested that every effort be made to employ the best professional knowledge of the controllers in achieving the objective of the preferential runways with safety remaining the paramount consideration."

## CAB Suspends Air Coach Rates On New York-Puerto Rico Trips

The Civil Aeronautics Board last month ordered the suspension and investigation of air coach tariffs filed by Eastern Airlines, Inc. and Pan American World Airways, Inc., between New York and San Juan, Puerto Rico. The present coach fare of \$64 expired on March 25, 1952.

The Board emphasized that it took action suspending the tariffs with the greatest reluctance, and that it expects both Eastern and Pan American to act promptly to amend their tariffs to permit the continuance of the present successful Puerto Rican air coach service. The Board stated that special permission will be granted to make any necessary tariff amendments.

The Board emphasized that it was suspending the Eastern and Pan American tariffs solely because they failed to clearly specify the use of high-density seating aircraft which the Board considers essential for an economically sound low-fare coach service. The Board pointed out that while the 60 minimum seating specified in the present tariffs appears adequate for the DC-4 type aircraft which were originally used in the Puerto Rican coach service, it is too low for an economically sound operation with the Constellation aircraft now in use between New York and San Juan.



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